

Comment to NextGen Advisory Committee (NAC)

For the public speak agenda item - NAC meeting on **June 12, 2023**



FAA Kevin Walsh’s testimony to the House Committee on Transportation, March 17, 2022, “The FAA’s core mission...[is to provide the safest and most efficient aerospace system in the world. This mission also] includes addressing the environmental impacts of [aviation, such as climate change, local air quality, and] noise.”

The FAA would fail to fulfill its regulatory responsibilities, if for highly impacted 100-hot spot areas, FAA’s new noise policy is not applied retroactively or FAA does not take actions to reduce noise impacts for these communities. We should look forward, not backward. NextGen overflight noise is not a past issue, it is a current issue.

We support the Federal Register comment from Nicholas Miller, FAA-2023-0855-0150 “I suggest in addition to policy revisions, the FAA needs to provide these citizens with the hopes that some sincere efforts will be made to improve their lives. FAA should not become another government agency in which no one has any confidence that it is capable of responding to their needs or that it is attempting to make their lives better” and “FAA should understand that it is currently behind the eight-ball, having pretty much reduced or eliminated any benefits provided to airport communities by the Part 150 process and the home sound insulation actions. [As you know, these programs made a difference in some restructures of airspace use to reduce aircraft community noise levels and by providing sound insulation for so many homes.] Then, FAA changed airspace use, moved dispersed operations to single tracks, basically giving communities a double whammy of not only eliminating the benefits of months (and years) of effort, but increasing many areas of noise exposure. These two results are certainly likely to produce extreme dissatisfaction.”

And his statement “FAA should seriously consider what they can do to increase citizen confidence in the agency. And ‘outreach’ is not the answer, unless part of that effort is to discuss how FAA will attempt to improve their lives.”

We urge you to support either applying the future noise policy retroactively for highly impacted areas or take actions to improve the lives of those highly impacted.

Respectfully submitted,

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